

APPENDIX L

Questionnaires Presented to California Refiners Producing Diesel Fuel

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To develop the cost estimates for the proposed amendments, staff sent out two surveys to California refineries producing California diesel fuel. The first survey was sent in April of 2001 and a second survey was sent out in March of 2003. The purpose for a second survey was to allow refineries to update any changes to the status of their low sulfur diesel production plans since the submission of their original survey.

(Survey #1 – April 2001)
Ultra-Low-Sulfur Diesel Survey Questions

Production

1. What is your current diesel production (CARB, EPA, high sulfur)?
Please report monthly production figures by refinery and grade for calendar year 2000.
2. What is your current diesel capacity (CARB, EPA, high sulfur)?
 - A. Do you currently have the ability to produce ultra-low-sulfur (<15 PPM Sulfur)? If so, how many BBL/day?
 - B. Do you currently produce ultra-low-sulfur diesel? If so, how many BBL/day?
 - C. Do you plan to produce ultra-low-sulfur diesel prior to 2006? If so, how many BBL/day?
3. When do you expect to convert CARB diesel production to ultra-low-sulfur diesel?
4. What change in the production/capacity of diesel fuel (compared to current production levels) do you foresee at your facilities when ultra-low-sulfur diesel is required? If 100% of your diesel production will not be ultra-low-sulfur diesel, what percentage will be the quality of the other production?

Equipment

5. What new equipment, if any, is planned for the production of ultra-low-sulfur diesel?
6. What modifications to existing equipment, if any, are planned for the production of ultra-low-sulfur diesel? What operational changes, if any, will be needed to produce ultra-low-sulfur diesel?
7. What changes in the diesel production stream, if any, are planned for the production of ultra-low-sulfur diesel?
8. What possible obstacles are foreseen in your production of ultra-low-sulfur diesel?

Costs

9. What is your estimate of the total costs for the modifications and operational changes needed to produce ultra-low-sulfur diesel (please itemize by cost)?

(Survey #2 – March 2003)
Ultra Low Sulfur Diesel Survey Questions

Production

1. What is your current diesel capacity (California low-sulfur, EPA on-road, EPA off-road)?
2. Do you currently have the ability to produce ultra low sulfur diesel (<15 ppm sulfur)? If so, how many BBL/day?
3. When do you expect to convert diesel production to ultra low sulfur diesel?
4. What change in the production/capacity of diesel fuel (compared to current production levels) do you foresee at your facilities when California ultra low sulfur diesel is required?

Equipment

5. What new equipment, if any, is needed for the production of California ultra low sulfur diesel?
6. How long do you expect the implementation period to take:
 - A. Engineering
 - B. Construction
 - C. Equipment Shakedown
7. What modifications to existing equipment, if any, are planned for the production of California ultra low sulfur diesel?
8. What changes in the diesel production stream, if any, are planned for the production of California ultra low sulfur diesel?

Distribution

9. How much transmix do you currently generate from shipments of California low sulfur diesel through:
 - A. Proprietary pipelines?
 - B. Common carrier pipelines?
10. Will the amount of transmix generated be increased as a result of California ultra low sulfur diesel fuel? If there is a change, by how much?

Lubricity

11. What tests do you currently use for determining the lubricity level of your fuel?

12. What is the minimum lubricity level to which your fuel must conform? Do you retest your fuel after additization?
13. What is your average cost (cents/gallon) for lubricity additization?
14. What would be the incremental cost to additize to a higher lubricity level?
 - A. Based on SBOCLE: _____cents/gallon/gm increase.
 - B. Based on HFRR: _____cents/gallon/micron decrease.

Costs

15. What is your estimate of the total costs for the modifications and operational changes needed to produce both on- and off-road California ultra low sulfur diesel (please itemize by cost)?